UNCLE SAM GETS AFTER "CALI-FORNIA FRUIT GROWERS."

Using the Mails to Defraud Is the Charge Against Ollie J. Watkins, Dr. C. P. V. Watson and J. W. Lawrence - Company's New York Office Knows It No More.

Los Angeles, Cal., June 24.—Ollie J. Watkins, Dr. C. V. P. Watson and James Lawrence of the California Fruit Growers' Association, with head offices here, were arrested on Saturday night on warrants drawn by United States Commissioner Van Dyke and charged with using the mails to defraud. They were held in the remarkable high bail of \$5,000, and have been unable to secure it. The plaintiffs are Rudolph C. Fisher and

Lawrence lays his predicament to association with Watkins. Watkins, owing to many like experiences is indifferent. Dr. Watson refuses to talk. He is under charge by the State of performing an operation which resulted in the death of a young girl.

Supplementary proceedings have also been instituted against the company, which will be heard in the Superior Court on At that time the directors will be compelled to exhibit their books and give statements of personal property. Some of the directors are known to have property which can be applied on judgments against the association as a whole or against them as individuals.

Post Office Inspector Frank Stewart worked up the case and the arrests have caused rejoicing among the residents of Rialto. The evidence upon which the warrants were based was violation of the terms of contract, lack of water guaranteed and offering work to purchasers and discharging them when their money for contract payments gave out.

The arrest of Watkins, the general manager and originator; Watson, the former president, and Lawrence, now president and former vice-president of the California Fruit Growers' Association, by the Federal authorities followed closely upon the exposure by THE SUN of the manner in which victims were being roped in all over the country to buy on the instalment plan what the company promised would be orange groves in seven years. Some of these victims were turned adrift penniless after they got out to Rialto, Cal., where they expected to find a home ready for them and steady work at \$2.50 a day. Watkins has been arrested before.

The local office of the California Fruit Growers' Association, which was comfortably housed on the eleventh floor of the Metropolitan Life Building, sporting a rich green carpet and nice new mahogany furniture, pulled out over a week agothree days after the first detailed account of the company's business methods was given in THE SUN-and didn't tell any one connected with the building where it was This move was apparently made upon the advice of G. Maurice Bartlett. the second vice-president, who has deroted much of his attention to the New York office and said to have given all crange grove agents cards and spades when it came to gathering in the buyers. New York hasn't been the only fruitful

field for the orange tree grafters. Every city in the East of any size has been worked, and the highly colored literature contain-ing pictures of trees weighted down with ges has been distributed with a prodiga the company's headquarters and conse-quently less likely to get information as to what the California land scheme really is has furnished the biggest string of suckers.
To the credit of some of the agents of the outfit in New York it must be said that they were as much taken in by the smooth words of Vice-President Bartlett and othe representatives of the company as were people who planked down \$525 each and agreed to pay \$10 a month in order to get a five acre grove in seven years. The fact that many of the agents quit and advised

their friends who had signed contracts on their representation to make no further payments may have had something to do with the disappearance of the local office even before the heads of the firm were collared by the Federal authorities.

One of the former agents was W. E. Rice, 312 Nassau street, Brooklyn, who was salesman for a granite company before he heard about the great prospective orange groves at Rialto, Cal. He was induced to let his commissions apply as payments on one of the would-be orange groves. When he heard about the past career of Watkins he tried to get some real money out of the he tried to get some real money out of the company for his services, and failing in that advised his friends not to throw away

that advised his friends not to throw away any more of their savings.

Agent Rice wasn't the only employee in the local office who couldn't get his money. A young woman stenographer who had worked for several weeks without any pay was finally induced to take a typewriter in settlement of her claims. The typewriter was owned by Mrs. H. F. McKown, wife of a man who was persuaded to give the company all his savings, with the understanding that he was to have a good job out in Rialto. After he had given up his home here and made the trip to the Coast he was advised that the company had no further use for him. The local had no further use for him. The local office got Mrs. McKown's typewriter on pretence of buying it. She has never been able to get a cent back.

CHICAGO TERMINAL SUIT.

Minority Stockholders Seek to Intervene to Prevent Sale to B. & O.

CHICAGO, June 24.-Minority stockholders of the Chicago Terminal Transfer Railroad Company in a petition filed to-day in the United States Circuit Court charge that Edward H. Harriman, Jacob L. Schiff. James Stillman, George J. Gould and others carried out their conspiracy to relieve themselves of their liability and obligation under their contract with the said terminal company, and having effected the iniquitous and fraudulent lease with the Baltimore and Ohio Railroad Company, proceeded to and did sell and dispose of their interest and control in the terminal company.

Alleged details of the methods by which the Chicago Terminal Transfer Railroad was forced into bankruptcy and of later methods employed to prevent the stock-holders from securing their rights are re-cited in the petition, which was filed in the Federal court on behalf of 65,000 stock-holders, including George I. Malcolm, George D. Mackay, Edward A. Morgan, Edward L. Oppenheim and James L. Laid-law, those pamed representing the stocklaw, those named representing the stock-holders' protective committee of the ter-

minal railroad.

The minority stockholders petition for leave to intervene in the case pending a petition of the Baltimore and Ohio Railroad for an order from the court for the sale under foreclosure of the terminal company. It is expected that on his return to the city on Wednesday Judge Kohlsaat will grant the minority stockholders the right to intervene in the case and will order a postponement of the sale for at least four months, and in the meantime will order the books of the terminal company opened to the minority stockholders so they may secure evidence on which to contest the Baltimore and Ohio Railroad's lease of the facilities of the terminal company. facilities of the terminal company.

New York Buying Structural Steel. PITTSBURG, June 24 -Since Saturday morning more than 10,000 tops of structural steel to be used in New York have been contracted for in Pittsburg. One of the largest contracts is for 2,400 tons of steel for the new Jewellers' Exchange in Maiden lane.

Side Doors, No Cross Seats, Posts to Hang

On To-Operation Begins in Early Fall. Passenger traffic through the McAdoo tunnels in cars equipped with side doors as well as end doors and using separate platforms for the incoming and outgoing passengers is promised in the early fall by Hugh Hazleton, electrical engineer for the Hudson Companies. In an interview yesterday Mr. Hazleton, who is an associate of L. B. Stillwell, consulting engineer to the companies, described the new cars.

"The cars will be absolutely fireproof, said Mr. Hazleton. "The other principal features will be the side doors, the side seats extending the entire length of the cars, the lack of cross seats and the use of one side of the cars for the egress of passengers to an exit platform, after which the doors on the other side will be opened to permit the entrance of the waiting people another platform. This last is the quickest system which can be devised for the moving of a dense traffic in a short time, as in the rush hours.

"The cars have been designed for the greatest possible safety and comfort of the passengers and with the peculiar requirements of tunnel traffic in view as well. It has not been possible to adopt the admirable system in use on the electric lines of the Illinois Central—that of cross seats with doors all along the side and an seats with doors all along the state aisle next to the doors so that there is a aisle next to the doors so that there is a seat provided for every passenger. The reason is that the Illinois Central cars are ten feet and several inches wide, thus allowing of room for the aisle at the side. The tunnels are narrow and only allow The tunnels are harrow and only allow the cars to be eight feet some inches wide, two feet less, you see. Taking out more of this space for a side sisle would reduce the capacity of the car to an impracticable

extent.
"It was found impossible to put in cross seats for something of the same reason. We had to have centre doors. That necessitated the cutting out of the cross seats. The side seats are thus made necessary These accommodate forty-four persons each. In order to obviate as much as possible the sliding along the seat when the ear starts or stops high partitions of wire netting have been placed at frequent intervals so that twenty-four of the seated assengers have corner seats against these. intervals so that twenty-four of the seated passengers have corner seats against these About as many persons can stand up as in the subway cars. Besides the straps usually found, steel bars running from floor to ceiling have been adopted, twelve

floor to ceiling have been adopted, twelve to each car, for passengers to take hold of. The floor is of cement."

The floor is of cement."

The cars will be forty-eight feet long over the buffers. This is three feet shorter than the subway cars. They are of the same width. All the doors will slide on ball bearings and will be edged with rubber hosing to prevent any harm to passengers' fingers inadvertently stuck in between door and frame. To prevent the starting of the train before all doors are closed it is proposed to provide an electrical signal wire throughout the train with a bell or indicating lamp with contacts at every door and a signal beside the motorman so that the closing of every door is necessary before

and a signal beside the motorman so that the closing of every door is necessary before a signal to start is given.

Fifty cars are in course of construction for the Hudson Companies, forty by the American Car and Foundry Company and ten by the Pressed Steel Car Company. They will be finished in September and Mr. Hazleton expects that the road will be in full operation from Sixth avenue to Hoboken a few weeks later.

\$3,650,000 GOLD TO PARIS. Bankers Anticipate No Immediate Check

of the Outflow.

Another large engagement of gold for export was made yesterday. It goes to Paris in spite of the fact that the Bank of England recently followed the example of the Bank of France in offering interest on the gold during transit. It was stated that the Bank of France is desirous of strengthening its monetary condition as much as possible on account of the disturbances among the southern wine growers. The total amount engaged was \$3,650,000,

of which Lazard Frères took \$1,000,000, Goldman Sachs & Co., \$1,650,000 and Heidelbach, Ickelheimer & Co., \$1,000,000. The first two lots will be shipped to-day and the rest to-morrow. Bankers said yesterday that they did not anticipate any immediate check in the outward flow of gold. and that the extent of the future export can be more readily measured after the half year settlement in Europe. The half year settlement in Europe. The former confidence that the outflow would then be materially checked has weakened

then be materially checked has weakened considerably in the last few days.

The July disbursements in this country are estimated by the Journal of Commerce at \$182,881,849, an increase over last year of \$18,573,678, and the largest payment ever made at this time of year The payments in dividends are estimated at \$92,555,087, of which \$\$8,750,000 will be paid by railroads, \$41,017,273 by industrial com-panies, \$7,086,675 by traction companies and \$7,700,000 by banks. In interest the payment will be \$90,328,808, of which \$71,-250,000 will be disbursed by railroads, \$11,-450,000 by industrial companies, \$2,100,000 by traction companies, \$3,528,808 by the national Government and \$2,000,000 by Greater New York.

STATE OWES BROKERS A LOT. Proposed Omnibus Claim for Illegally Exacted Transfer Taxes.

Members of the New York Stock Exchange were notified yesterday to turn into the secretary's office a detailed statement of the loss they had sustained by paying taxes according to the provision of the amendment of the stock transfer tax, which was declared unconstitutional, requiring the tax to be \$2 per 100 shares instead of \$2 per hundred dollars face value. The loss incurred by this provision in stocks like Reading, which has a par value of \$50, is very considerable, and the decision against the amendment puts the State in the position of debtor to the brokers for a very considerable amount.

Stock Exchange officials did not state yesterday what method was to be taken to recover these amounts, but it will presumably be in the form of a claim against the State on behalf of all the members of the exchange. paying taxes according to the provision

Trolley From Brookhaven to Babylon. ALBANY, June 24.-The State Railroad

Commission has granted the Suffolk Traction Company authority to build a street surface railroad in Suffolk county, to be twenty-seven miles long, with termini at the point where Beaver Dam Creek inter-sects the south country road in the town of Brookhaven and the intersection of Deer Park avenue with the south country road, or Main street, in the village of Babylon. The capital stock is \$1,200,000.

Live Stock Market.

Receipts of beeves for two days were 5.185 bead, including 57 cars for export alive, 202 for slaughterers and 35 for the market. Steers were tight supply and steady; bulls slow, and with the exception of good to choice dry fed prices were tights supply and steady; bulls slow, and with the exception of good to choice dry fed prices were 16@25c. off; good to choice fatdry fed cows held up fairly well, but others were demoralized, and medium and bologna cows 25c. off and hard to sell at any price. The yards were not cleared. Good to choice steers sold at 8.70@58.70 per 100 lbs; bulls at the range of \$1@54.50, poorest to best cows at \$1.80@54.85, including bologna cows at \$1.80 &22. Dressed beef in fair demand and prime quality steady. Decent to choice native sides ranged from \$1/2 to 10c. per 1b. Liverpool and London cables quoted live cattle unchanged, with 12%c, dressed weight the top price at Liouethanged, with 12%c, the top price at Liverpool. Exports to-day, none; to-morrow, 900 beeves and \$.500 quarters of beef.

Reccipts of calves for two d ys were 4.763 bead, needing \$23 for bullerers and d 100 for the market.

none: to-morrow, 900 beeves and 5,500 quarters of beet.

Receipts of calves for two d ys were 4,763 head, including 573 for butchers and 4,100 for the market. Trade was active and prices generally 500, higher, with a full clearance of all early arrivals. Interior to choice veals sold at \$5,68 per 100 lbs.; throwouts at \$4,684.75; buttermilks at \$5,684. Dressed calves frin and higher at \$6,811½c, per b., for city dressed veals and 60,10½c, for country dressed.

Receipts of sheep and tambs for two days were 6,777 head, including 10 cars for slaughterers and 17½ for the market, making, with the stock held over Saturday, 19 cars on sale. Sheep were firm and end sheep 28th higher, lambs on a very light supply advanced \$1; the pens were cleared with the exception of a car of sheep. Common to good sheep sold at \$5,50,85 per 100 lbs.; colls at \$2,50 cas, tatr to prime lamits at \$7,25,658. Dressed lambs bigher at \$6,50 per 100 lbs.

Receipts of hogs for two days were 10,512 head, including 11; cars for the market. Prices were coasier at \$6,50, per 100 lbs.

CROOKED ORANGE MEN JAILED SAFE CARS IN M'ADOO TUNNELS. BILL TAXING ROAD CROSSINGS. The Railroads and the New York Tax Re

form Association Oppose It. ALBANY, June 24.-Representatives of number of the larger steam roads and of the New York Tax Reform Association opposed before the Governor this afternoon the bill of Assemblyman Averill amending the special franchise tax law to include the taxing of special franchises given to corporations for the crossing of highways in this State. The city authorities of Rochester, Syracuse and Albany were represented in favor of favorable action on the measure. William P. Rudd of this city. attorney for the New York Central Railway Company, declared it unfair to tax the company for a portion of its right of way through villages or towns when the statistics showed that the company owned the fee to 90 per cent. of the land involved. The railroad under the bill would be taxed for 1,596 crossings for which it already paid wages to 796 men to protect. In many cases the company had laid its rails and the crossings were there before the streets were laid out. It appeared to him like taxing the company for trespass on its own

Assistant General Counsel Taylor of the Erie Railroad declared that his company owned also over 90 per cent. of its crossings in fee simple, and he thought the special franchise law providing for taxing the general franchise of the com-pany was sufficient to meet all demands. pany was sufficient to meet an agent of E. T. Lukens, real estate and tax agent of the Lackawanna argued on similar lines. the Lackawanna, argued on similar lines.

For the New York Tax Reform Association, Secretary A. C. Pleydell was opposed to the general principle of the tax and also declared that the bill was defectively decured. fectively drawn.

Assemblyman Averill, in support of the bill, said that he had introduced the measure in response to the recommendation contained in the report of the State Board of Tax Commissioners, which had intimated that \$10,000,000 in assessed valuation was escaping taxation because of a defect in the original special franchise law. He thought it a strained interpretation to hold that the bill would not cover property at street intersections, as was claimed by the representative of the New York Tax Reform Association.

Corporation Counsel W. W. Webb of Rochester said the bill would place upon the assessment rolls in his city \$75,000 in additional assessed values, the railroads there occupying \$,000 feet of highway for which they were not now taxed. He said the New York Central and its branches had fifty-two such crossings in Rochester, the fifty-two such crossings in Rochester, the Buffalo, Rochester and Pittsburg nineteen, the Pennsylvania seventeen, the Lehigh Valley three and the Erie two. Senator Armstrong, Assistant Corpora-tion Counsel Byrne of Syracuse and Cor-poration Counsel A. L. Andrews of Albany

also advocated the bill. PROMOTER SUING HARRIMAN

United States Marshal Henkel served vesterday on E. H. Harriman at his office summons in a suit brought against Harriman and others by Henry Melville Walker in the United States Circuit Court. Twentynine individual and two corporative defendants are named with Mr. Harriman.

Mr. Walker, who is a resident of New Jersey and a promoter, sets up he has been damaged in good name and financially to the amount of \$500,000. The action grew out of the construction of the Portland. Nehalen and Tillamook Railroad in Oregon. The complainant says that he was employed by the officials of the road between November 1, 1903, and November 1, 1905, to float its bonds in London. He also made arrangements with a California corporation named as one of the defendants in this suit, to advance to the road the sum of \$800,000 for its construction, the security to be the bonds of the corporation. An issue of \$3,000,000 was authorized, Mr. Walker says, which he was to sell at 85 net, and for which he was to receive a commission of 15 per cent. in addition to a bonus of 2,400 shares of the road's capital stock and \$35,000 in cash. The issue of bonds was to be delivered to him for delivery in London. The complainant says he sailed for London in July, 1905, and made an agreement with the London Share and Debenture Com-pany to take over the bonds for \$2,400,000. When he got back to New York he learned When he got back to New York he learned that the president of the road and its board of directors had refused to sign the bond issue and had turned over the charter and property of the road to Edward E. Lyttle, an agent of Harriman. Then, he avers, the capital stock of the road was made practically worthless through the influence of Harriman, who had also brought about the insolvency of the California corporation under contract to loan the \$00,000. The complainant believes that Harriman and complainant believes that Harriman and his associates are merely pretending to continue the construction of the road. Mr. Walker charges the defendants with

having injured his good name and business reputation by making statements to the effect that his London mission was a failure, that the bonds were not sold there and that the \$3,000,000 issue was not authorized

that the \$3,000,000 issue was not authorized by the directors of the road.

The complainant asks that a receiver be appointed, that the officials of the company be ordered to sign and issue the bonds, to account to him for the 2,400 shares of stook wrongfully withheld from him and to pay the \$35,000 legally due him. He further asks that all transfers made by Harriman or his agents be cancelled.

FIGHTING TWO CENT RATE LAWS.

Southern Railway Asks for Injunction to Restrain Two States From Enforcing Them.

WASHINGTON, June 24 .- A party composed of the general and legal officers of the Southern Railway left Washington to-night for Asheville, N. C., where they will appear on June 26 and 27 before United States Circuit Judge Pritchard, who will hold a hearing on the application for an injunction restraining the North Carolina Legislature and the Virginia State Corporation Commission from putting into effect reduced passenger rates

putting into effect reduced passenger rates in these two States. The party included President W. W. Finley, Walker D. Hines of New York, special counsel; Alfred P. Thom, general counsel; C. B. Northrop, assistant general counsel, and several other officers of the Southern Railway.

The rates opposed by the railway men are a two cent passenger rate per mile, which has been ordered by the Virginia State Corporation Commission, and a two and a quarter cent a mile rate bill, which was recently passed by the North Carolina Legislature. The case is of great importance to railroad passed by the North Carolina Legislature. The case is of great importance to railroad men throughout the country, and especially to the railroads operating in those States which have passed two cent passenger rate laws, such as Pennsylvania, Ohio. Missouri and many other States in the West. All the railroads operating in North Carolina and Virginia have joined their efforts in fighting the reduced rate law and they are the applicants for the injunction.

This case is the first instance in which the legal questions involved in the reduced

the legal questions involved in the reduced rate laws have been brought before a high tribunal and it will probably be the first to reach the Supreme Court of the United States for adjudication.

FINANCIAL NOTES.

The interest on the \$2,000,000 5 per cent. consolidated morigage bonds of the Chicago. Peoria and St. Louis, which was due January 1, will be payable to-morrow and thereaftes at Dent Palmer & Co. 52 William street.

money is to be used for betterments and to refund equipment obligations. The remain ing \$10,000,000 can be issued only for the ac quisition of railroad lines.

PROPOSALA.

OFFICE OF THE PRESIDENT OF THE BOR OUGH OF MANHATTAN, City Hall, The City o

OFFICE OF THE PRESIDENT OF THE BOROUGH OF MANHATTAN, City Hall, The City of
New York.

SEALED SIDS OR ESTIMATES will be received
by the President of the Borough of Manhattan at the
City Hall, Room 18, until 3 o'clock P. M. on
WEDNESDAY, JULY 3, 1807.

No. 1. For furnishing all the labor and material required for building Sewer and Appurtenances in
Fletcher Street, between South and Front Streets.

No. 2. For furnishing all the labor and material required for, reconstruction of Outlet Sewer and Appurtenances under Pier 58, North River, and in
Marginal street, East Side, between Fourteenth
and Eighteenth-Streets, with connections in Fifteenth, Sixteenth and Seventeenth Streets.

No. 3. For furnishing all the labor and material required for reconstruction of Outlet Sewer and Appurtenances at the foot of Seventy-fourth Street,
East River.

No. 4. For furnishing all the labor and material required for building Sewer and Appurtenances in
Two Hundred and Fourteenth Street, between
Tenth Avenue and Broadway,
No. 5. For furnishing all the labor and material required for building Sewer and Appurtenances in
West Two Hundred and Fifteenth Street, between
the Harlem River and Sinth Avenue.

No. 6. For furnishing all the labor and material required for building Sewers and Appurtenances in
Vermilyea Avenue, between Two Hundred and
Eleventh Street, between Broadway and Summit, east
of Vermilyea Avenue.

thorne Street, between Broadway and Summit. east of Vermilyea Avenue.

No. 7, For furnishing all the labor and material required for building Receiving Basins and extension to Sewerand Appurtenances on the north and south sides of East Seventy second Street at retaining wall of Existics Street, and on the southwest corner of One Hundred and Twentieth street and Avenue St. Nicholas and on the southwest corner of One Hundred and Twenty-eighth street and Seventh Avenue, and on the northwest corner of One Hundred and Thirty-ninth Street and Lenox Avenue, and extension of Sewer in Ninety-seventh street, between Madison and Park Avenues.

For full information see City Record.

JOHN. F. AHEARN.

Borough President.

The City of New York, June 22, 1907.

The City of New York, June 22, 1907.

Office of the Department of Parks, Arsenal Building, Flifth avenue and Sixty-fourth street Borough of Manhattan, the City of New York

SEALED BIDS OR ENTIMATES will be received by the Park Board at the above office of the Department of Parks unit 3 o'cock P. M., on WEDNESBAY, JULY 3, 1967

Borough of Brooklyn.

No. 1. For furnishing and delivering Hudson River road gravel on Ocean Parkway.

No. 2. Furnishing and delivering Hudson River road gravel in parks and on parkways in the borough of Brooklyn.

No. 3. For furnishing and delivering crushed trap rock and trap rock screenings on parkways

road gravel in parks and on parkweys in the of Brooklyn.
No. 3. For furnishing and delivering crushed trap rock and trap rock screenings on parkways in the borough of Brooklyn.

Boroughs of Brooklyn and Queens.
No. 4. For furnishing and delivering ilmestone and ilmestone screenings in parks in the boroughs of Brooklyn and Queens.
For full particulars see City Record.

MOSES HERRMAN.

President:
JONEPH I. BERRY.

JOSEPH I. BERRY, MICHAEL J. KENNEDY, Commissioners of Parks.

Department of Health, southwest corner of Fiftyfifth street and Sixth avenue, Borough of Manhattan, City of New York.
SEALED BIDS OR ESTIMATES will be received
by the Board of Health of the Department of Health
until 9:45 o'clock A. M., on
TUESDAY, JULY 2, 1907.
For furnishing all the labor and materials neces-

TUESDAY, JULY 2, 1997.

For furnishing all the labor and materials necessary or required to regulate grade, set curbstones place a catch basin, lay drain pipe and pave with virified brick and with wood block pavements the walks and driveways in and thoroughout the grounds of the Willard Parker Hospital, foot of East Sixteenth street, Borough of Manhattan, City of New York. f New York.
For full particulars see City Record.
THOMAS DARLINGTON, M. D.,
President

ALVAH H. DOTY, M. D., THEODORE A. BINGHAM, Board of Health.

Dated June 18, 1907

Department of Health, southwest corner of Fifty (the street and Sixth avenue, Borough of Manhatta, City of New York.

SEALED BIDS OR ESTIMATES will be received the Board of Health of the Department of Health of the Department of Health or the Board of Health of the Department of Health or the Board of Health of the Department of Health or the Board of Health of the Department of Health or the Board of Health of the Department of Health or the Board or the Board of Health or the Board or the Board of Health or the Board or the Boar

SEARCH BLOWN AND A SEARCH STREET OF THE STRE

Dated June 18, 1907

Dated June 18, 1907

Headquarters of the Fire Department of The City of New York, Nos. 157 and 159 East Slxty-seventh street, Borough of Manhattan. The City of New York. SEALED BIDS OR ESTIMATES will be received by the Fire Commissioner at the above office until 10:30 o'clock A. M., on TUESDAT. JULY 2. 1907.

Boroughs of Manhattan and The Bronx. No. 1. For furnishing and delivering hay, straw, oats, bran, salt and oil meal for companies in the Borough of The Bronx.

Borough of Richmond.

No. 2. For furnishing and delivering hay, straw, oats, bran, salt and oil meal for companies in the Borough of Richmond.

For full particulars see City Record.

FRANCIS J. LANTRY, Fire Commissioner.

Dated June 20, 1907.

Department of Water Supply, Gas and Electric ity, Room 1836, Nos. 18 to 21 Park Row, Borough o Manhattan, the City of New York. SEALED BIDS OR ESTIMATES will be receive by the Commissioner of Water Supply, Gas and Electricity at the above office until 2 o'clock P. M. WEDNESDAY, JULY 3, 1907 Borough of Brooklyn.

For furnishing and delivering cast-iron pipe and special castings.
For furnishing and delivering double-nozzle

For furnishing and delivering double-nozzle by drants.
For full particulars see City Record.
JOHN H. O'BRIEN.
Commissioner of Water Supply.
Gas and Electricity.
The City of New York, June 18, 1907.

The City of New York, June 18, 1907.

Department of Bridges, Nos. 13 to 21 Park Row, Borough of Manhattan, City of New York, SEALED BIDS OR ESTIMATES will be received by the Commissioner of Bridges at the above office until 2 o'clock P. M. on TUESDAY, JULY 2, 1907.

For cutting recesses and wells for additional anchorage in the west and east anchor plers of the Blackwell's Island Bridge over the East River, between the Boroughs of Manhattan and Queens. For full particulars see City Record.

JAMES W. STEVENSON, Commissioner of Bridges.

Dated June 19, 1907.

WEST POINT N. V. June 25, 1907. Sealed pro-

WEST POINT, N. Y., June 25, 1907—Sealed proposals, in triplicate, will be received here until 22 o'clock noon, July 16, 1907, for furnishing and instailing System, as per drawings and specifications in this office. The United States reserves the right to accept or reject any or all proposals, or any part thereof, Forms for proposals furnished upon application. Address Quartermaster, West Point, N. V.

U. S. ENGINEER OFFICE, 22d & K. Sts., N. W., Washington, D. C., June 21, 1907. Sealed proposals for reconstruction of Pler No. 1. Aqueduct Bridge, D. C., will be received here until 12 M., July 11, 1907, and then publicly opened. Information furnished on application. SPENCER COSBY, Major, Engis.

DEPARTMENT OF DOCKS AND FERRIES. Scaled bids or estimates for laying granite pavement in the Cheisea Section, between West 19th and West 22d streets, North River (contract 1074), will be received by the Commissioner of Docks at Pier A, Battery Place, until 12 o'clock noon July 5, 1907. (For particulars see City Record.)

DEPARTMENT OF DOCKS AND FERRIES. Sealed bids or estimates for insuring five Mulcipal Ferry Boats for a period of one year will be received by the Commissioner of Docks at Pier A Battery Place, until 12 o'clock noon on July 2d, 1907. (For particulars see City Record.)

INSTRUCTION. Business Colleges.

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and see our new home. Open the entire year. All Commercial branches astman School 123d St. & Lenox Ave. Swimming.

Swimming Scientifically Taught we Pools. Prof. DALTON, 23 W. 44 ast

PIANOS AND OBGANS. BARGAINS THIS WEEK.
Two Fine Uprights, Others.
\$165-\$165-\$210.
BIDDLE'S. 6 W. 123th St.

RENTS \$8: Elegant Player Plano. Slightly Used Uprights, \$85 up; good as new.
BIDDLE'S, 7 East 14th St. UPR GHT PIANOS TO RENT. \$4 MONTHLY. WISSNER PIANO, 25 EAST 14TH ST.

B LOST, FOUND AND REWARDS, LOST in hansom cab between White Star pler and Long Island ferry Saturday afternoon a red envelope containing leiters; suitable reward if re-turned to FOWLER, 111 Broadway.

TYPEWRITERS.

PATENTS.

RENT OR SALE - Typewriters of all makes at all prices. A. W. M. CO., 345 Broadway. Tel. 5408 Franklin.

ADVICE FREE - Patents promptly procured: inventors' Guide FREE. EDGAR TATE & CO., Patent Attorneys, 245 Broadway.

PAWNBROKERS' SALES.

JULIUS SHONGGOD, Auctioneer, by Jos. Shonrood's Sons, Auct'rs, p4 Howery, June 25—Clothing, &c., from pledge Nos. 66000 to 70000; H. C. Lang, 120 Avenue C. June 25—Diamonds, watches, jeweiry, &c., pledged to June 1, 1206, pledged to June 1, 1206, from No. 65000 to 71100 and all held over. D Bruckheimer, 2235 3d av.; L. Bruckheimer, 782 2d av. June 25—Clothing, &c., pledged to June 1, 1206, from No. 65000 to 71100 and all held over. D Bruckheimer, 2235 3d av.; L. Bruckheimer, 782 2d av. June 27—All clothing, &c., pledged to June 20, 1208, up to No. 2365; B. Fox, 72 8th av. June 25—Clothing, &c., pledged to June 20, 1906, No. 40334 to 45105; H. S. Issaecs, 2435 8th av. June 25—Georghy, &c., pledged to June 21, 1906, from No. 53000 to 60000; C. Bruckheimer, 1903 3d av.; Juny 1—Jewelry, watches, diamonds and all goods pledged to June 20, 1206, up to No. 2000; M. Bernstein, 271 W. 125th st., also M. Bernstein, 252 1st av., successor to G. Edelstein & Co.

CENTRALAUCTION CO., Wm. McCarty, Auct., 152 Cana' st., will sell at 10 A. M.:

June 25—By Jos. Levy, 185 Varick st., and Barney
Loan Office, 1863 3d av.; clothing pedged to June
18, 1808.

18, 1906.
 June 26—M. Lavery; odds and ends.
 June 27—By Flilin; clothing.
 July 1—By H. McAleenan, 194 8th av.; clothing piedged to No. 28000, June 15, 1906
 July 2—By H. Freel, 29 New Chambers st., clothing piedged to June 20, 1906.

ELI SOHEL, Auct., 28 Bowery, sells 10 A. M. all goods pledged prior June 18, 1806.

June 26—Jewelry, watches, diamonds and goods of every description; A. Rothman, 293 Hudson st.

June 27—Jewelry, watches, diamonds, pledged prior June 20, 1906, from No. 65460 to 74400; Welnberger Bros., 193 Ave. A. and H. Naftal, 642 8th av. June 28—Jewelry, watches and diamonds pledged prior June 21, 1006, to No. 38050; N. Y. Loan Office, 1861 3d av.; Estate C. Sobel, 87 1st av., from No. 14206 to 19500.

L. L. FIRUSKI Auct., 70 Bowery, sells 10 A. M.:
June 28—M. Levy, 45 Carmine st.; clothing pledged
prior June 16, 1906.
June 27—M. Levy, 45 Carmine st.: dlamonds,
watches, jeweiry, all goods pledged prior June 17,
19 6, all older dates.
June 28—E. Berger, 460 6th av., 460 W. 42d st.;
dlamonds, watches, jeweiry pledged prior June 8,
1906, all older dates.

CENTRAL AUCTION CO., M Sheehan. Auctioneer, 1870 Broadway, sells 11 A. M.:
June 28—By Fillin: jewelry, &c.
July 1—By John Simpson, 164 Bowery: diamonds,
jewelry, &c., pledged to No. 12500, May 1, 1906, and
goods held over.

SAM VORZIMER, auct., sells bric-a-brac and ar goods evenings, Bowery Seaside, Rockaway Beach EUROPEAN RESORTS

HOTEL ROYAL, NAPLES Entirely modern; founded by present proprietor. A. G. CAPRANI. Booklet. 287 4th ave., New York.

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CLERK for hardware, paint and general supply store; man with some experience and can give reference. Apply in person. JOHN S. MENAGH CO., Newark av. and Grove st., Jersey City, N. J. INSTRUCTOR IN HORTICULTURE to teach in private school in New Jersey; excellent opportunity or young college graduate; salary \$600 and altipenses. Call, write. HAPGOODS, 507 Broad-

INSIDE MUSLIN SALESMAN—Must know city trade and buyers in muslin and underwear line responsible position, as man will do some buying salary \$25 up to start. Call, write. HAPGOODS 307 Broadway, N. Y.

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PERFECT SERVICE EVERY WEEKDAY.
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CATSKILL EVENING LINE Catskill, Hudson, Coxsackie, Cairo, Palenville, aines Corners, Tannersville, week-days, 6 M. from Christopher st., 7 P. M. from West 129th St. Extra boat Saturdays, 1:30 P. M. from June 29 Special trains for Catskill Mountain points. Handsome illustrated booklet mailed free.

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Bldg., Washington St. - T. P. Harrison. NEWARK, N. J .- 794 Broad St.

-F. N. Sommer. CHICAGO, ILL,-1002-1004 Tribune Bldg.--Guy S. Osborn.

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Lehigh

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DREAMLAND, CONEY ISLAND, Greatest Anuscement Enterprise in the World.

TIME TABLE (Subject to Change).

Leave foot 129th St., North River, 9:45, 11:00 A. M.,
12:30, 2:00, 8:50, 4:50, 7:45 P. M.

Leave foot 22d St., North River, 9:30, 9:45, 10:30,
11:15 A. M., 12:00 M., 1:15, 2:00, 2:45, 3:40, 4:30, 5:30,
6:15, 7:00, 7:45, 8:30, 9:10 P. M.

Leave Pier I. N. R., half hour later than at 22d St.

Returning—Leave Iron Pier. Conev Island 10:30,
11:25 A. M., 12:10, 12:55, 11:0, 2:55, 3:40, 4:25,
5:25, 6:10, 7:10, 7:55, 7:40, 9:25, 10:10, 10:45 P. M.

Returning from Coney Island trips marked with
a go to 12:4th St., North River.

Round Trip Tickets, 40 Cents.

Round Trip Tickets, 40 Cents.

STEAMER TAURUS of Iron Steamboat Company's Fleet makes trips every day to FISHING BANKS. Leaves foot of 22d St., North River, 74A. M.; leaves Pler (new) No. 1. North River, 822A. M. Bait and Tackle on Board. Gentlemen 75c.; Ladles, 50c.; Children, 25c.

CHARMING EXCURSIONS West Po nt. Newburgh & Poughkeepsie

DELIGHTFUL AFTERNOON EXCURSION TO

STEAMER MARY POWELL.

Leaving Desbrosses St., 1:45, W. 42d St., 2:00, W. 129th St., 2:20 P. M. Arriving West Point 5 P. M., where close connection for New York is made with Day Line steamer "Albany." Excursion fare \$1.00, Also choice when buying ticket of return by any West Shore or N. Y. Cent. train, or Str. Ramsdell, \$1.10, giving ample time to see Cadets in Camp, Public Buildings, etc., Orchestra on board.

This Excursion Made Daily, except Sunday.

LONG ISLAND RAILROAD.
Trains leave N. Y., foot F. 34th st., week-days, (4.16 fammel only), 5.30, 6.30, 8.20, 9.20, 10.30, 10.50, 11.85, M., 12.50, *1.20, 1.50, 2.30, *3.00, 8.20, 4.30, 8.20, 5.30, 2.20, 6.40, 7.20, 8.00, 9.00, *9.50, 10.80 P. M., 12.00 mid-light. *Huns on Saturday only.

MANHATTAN BEACH Tranis leave N. Y., foot of E. 34th st., week-days 6.20, 7.40, 9.20, 11.00 A. M., 12.10, 1.10, 2.10, 8.10, 4.10 5.10, 5.50, 6.40, 7.20, 7.50, 9.10 and 10.10 P. M.

MIDLAND BEACH. STATEN ISLAND.

Refined Amusement Amid Refined Surroundings Cleanest & Safest bathing on the Atlantic Coast.
Schedule of Boats.
From Battery Landing, 9:45 A. M., 12:15, 2:40 and 5 P. M. Saturdays, Sundays and Holidays, 9:45 A. M., 12:15, 2:40, 5 and 7:30.
RETURNING—11 A. M., 1:30, 4 and 7:30 P. M. On Saturdays, Sundays and Holidays, 11 A. M., 1:30, 4, 6:30 and 9 P. M.

HUDSON RIVER BY DAYLIGHT.

Palatial Steamers "HENDRICK HUDSON," "NEW YORK" and "ALBANY" of the Hudson River Day Line, fastest and finest river boats in the world. Lv. Read Down || || Ar. Read Up.

P. M. | P. M. 6:20 | 9:00 5:30 | 6:40 5:10 | 8:10 4:30 | 7:35 2:50 | 5:45 A. M. A. M. Bklyn. Annex Desbrosses St. West 42d St. W. 129th St. Yonkers West Point 8:40 9:00 9:20 9:45 11:50 12:25 P. M. P. M.

P. M. | P. M. | P. M. | Dally, except Sunday. Special trains to Catskill Mt. resorts and Saratoga, and easy connections to all points East, North, and West. Through tickets and baggage checked at offices of N. Y. Transfer Co. Through rail tickets between N. Y. Transfer Co. Through rail tickets between N. Y. and Albany accepted. Most delightful one-half and one-day outings to West Point, Newburgh, or Poughkeepsie, returning on either down boat. Meals served at all hours. Music. STEAMER MARY POWELL

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NEW BEDFORD LINE, for New Bedford, Wood's Hole, Martha's Vineyard, Nantucket, Mattapoisett, Marion and other points on Cape Cod. Leave Pier 40, North River, foot of Clarkson street, week days only at 6:00 P. M. Steamers MAINE and NEW HAMPSHIRE.

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NORWICH LINE, for New Londoft, Block Island, Norwich, Watch Hill, Narragansett Pier, Worcester, East and North. Leave Pier 40, N. R., foot Clarkson St., week days only, 5:00 P. M. Pier 70, E. R., foot East 22d St., 6:30 P. M. Steamers CHESTER W. CHAPIN and CITY OF WORCESTER.

NEW HAVEN LINE, for New Haven, Hartford and North. Leave Pier 20, E. R., week days, 3:00 P. M. Steamer Richards, Stundays 6:30 A. M. Leave foot E. 22d St., week days, 3:00 P. M. Sundays 10:000 P. M. Steamer RICHARD PECK.

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New York London Direct, Pier 39 MINNETONKA, June 29,8:30A, M MINNEY MINN'P'LIS. July 6, 2:30 P. M. MESABA

New York Queenstown Liverpool.

*CELTIC. June 27, 6:30 A.M. | *BALTIC. July 11

*ARABIC July 4, 1 P.M. | *CEDRIC. July 15

Plymouth Cherboarg Southampton.

*TEUTONIC. June 26, 10 A.M. | *MAJESTICJuly 10

*OCEANIC. July 3, 12:30 P.M. | *Adriatic July 11

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Plymouth—Cherbourg—Hamburg *Deutschland...June 27. 6 am | Batavia.....July 18
Waldersee....June 29. 8 am | Amerika(new)July 19
Pennsylvania..July 6, 2:30 pm | Deutschland..July 29
*Kaiserin(new) July 11. 6 am | Patricia.....July 27
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Neckar July 20 K. Luise ...
Luise. July 27 K. Albert ...
Contex Genoa. GIBRAITAR—NAPLES—GENDA, AT IA A. R. & Albert . June 29 (K. Albert . Aug. 18 P. Irene . Aug. 18 *Neckar . July 20 K. Luise . Aug. 18 *Neckar . July 27 (K. Albert . Sept. 7 *Omits Genoa . From Bremen Piers, 3d & 4th St., Hoboken . North German Lloyd Travellers' Checka . Good All Over the World . Gendall Over the World . OELRICHS & CO., No. 5 Broadway, N. Y. LOUIS H. MEYER, 1016 Walnut St., Philadelphia

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Boston-Queenstown-Liverpool. EPUBLIC...July 3, 5 P. M. CYMRIC NEW YORK-AZORES-MEDITERRANEAN.
*ROMANIC...July 15, 3 P. M. | *CRETIC. Aug. 1, noon

